

Sole Agents for the
UNITED ASBESTOS COM
PANY, LTD. LONDON.
DODWELL & Co., Limited
General Agents.

THIRTY DOLLARS
PER ANNUM.

Hongkong, 18th February, 1899. [237w]

Today's Advertisements.

BIJOU THEATRE.

RECLAMATION GROUND, PRAYA WEST.

D'ARCS' MARIONETTES.

LAST NIGHTS! LAST NIGHTS!

Despite the Present Continuous Enormous and Sensational Success.

PACKED AUDIENCES NIGHTLY.

The Management regret to announce the

LAST SIX NIGHTS.

of this Exceptional & Brilliant and Enormously

Successful Company owing to previous

arrangements; consequently the

Season terminates positively

on

SATURDAY EVENING, the 25th February.

TO-NIGHT

(MONDAY), the 20th February,

The Greatest Burlesque of the Century,

"TO BE THERE."

Prices as Usual. Overture at 9 sharp.

PLAN at ROBINSON'S.

Hongkong, 20th February, 1899. [118a]

HONGKONG HOTEL COMPANY,

LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY

MEETING OF SHAREHOLDERS will

be held at the COMPANY'S HOTEL on

TUESDAY, the 14th March, 1899, at NOON,

for the purpose of Receiving a Statement of

Accounts of the Company to the 31st December,

1898, with the Report of the Directors, and to

discuss any matters that may be competently

brought before the Meeting.

The TRANSFER BOOKS of the Company

will be CLOSED from the 1st to the 14th

March, both days inclusive.

By Order of the Board.

C. MOONEY,

Secretary.

Hongkong, 20th February, 1899. [243a]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

HAIOONG,

Captain Robson, will be despatched for the

above Ports, TO-MORROW, the 21st instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,

General Managers.

Hongkong, 20th February, 1899. [241a]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR TAKOW.

THE Company's Steamship

"KWANGSE,"

Captain Harris, will be despatched as above

TO-MORROW, the 21st instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 20th February, 1899. [235a]

FOR ILOILO.

THE Steamship

"DAGMAR,"

will leave on WEDNESDAY, the 22nd instant,

at Daylight.

For Freight or Passage, apply to

GEO. R. STEVENS & Co.,

Agents.

Hongkong, 20th February, 1899. [244a]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, R.N.R., will be despatched

as above on WEDNESDAY, the 22nd instant,

at 11 A.M.

This Steamer has Superior Accommodation

for First Class Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Manager.

Hongkong, 20th February, 1899. [238a]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"

Captain Dodd, will be despatched as above

on THURSDAY, the 23rd instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

PORTS

(For Invalids and General Use.)

Per Doz.

CASE.

B.—VINTAGE, superior quality,

Red Capsule \$14.40

C.—FINE OLD VINTAGE, super-

ior quality, Black,

Seal Capsule..... 16-20

D.—VERY FINE OLD VINTAGE

extra superior, Violet

Capsule (Old Bottled) 20.40

Port after removal should be rested

for a month before use. Wine re-

quired for drinking at once should be

ordered to be decanted at the Dis-

pensary before being sent out.

These Wines are too favourably

known to need comment.

Sample bottles and smaller quanti-

ties will be supplied at proportionate

wholesale rates.

We only guarantee our Wines and

Spirits to be genuine when bought

direct from us in the Colony or from

our authorised Agents at the Coast

Ports.

A. S. WATSON & Co., Limited,

THE HONGKONG DISPENSARY.

THE HONGKONG TELEGRAPH

HONGKONG, MONDAY, FEBRUARY 20, 1899.

NOTES AND COMMENTS.

WELCOME RAIN.

At last the rain has come and so all fear

of a water famine has been removed for

the present, the weather showing evident

signs of having set in wet, as it should do

at this time of year. It is to be hoped that

1899 will not prove to be so dry as was 1898,

when nearly every month showed a deficit

in the average rainfall. The town sadly

needed the rain and the downpour of the

last two nights has come as a blessing to

the Sanitary Authorities and done more to

cleanse the place than a whole army of

sweepers could have accomplished.

Sweepers are, however, very badly needed

in the City, where the roads are in very

unpleasant state for foot passengers owing

to the mud. Would it not be possible to

employ a proper road sweeper as is done

at home? There are plenty of coolies avail-

able, or ponies could be used for drawing it.

THE RACES.

The weather prospects for to-morrow's

meeting are anything but reassuring, and

it is probable that the going will be very

heavy, thereby upsetting the calculations of

our local sportsmen and bringing rank outsiders

romping in through the mud larks ahead

of the favourite. It has frequently struck

us that there is an alteration required in the

date of our annual Race Meeting. It is

always fixed to take place towards the latter

end of February and the rainy season sets in

at about the same time. Hence we fre-

quently have most undesirable weather for

the races and the enjoyment of the public,

if not the sport itself, is considerably spoilt

thereby. Why could not the races be fixed

for the end of January each year? It would

only mean an alteration of some three weeks

in the date and would practically ensure their

being held in fair weather. Of course there

may be reasons against an alteration in the

date of the meeting and if so we should like

one of our local sportsmen to enlighten us

upon the subject.

GENERAL BLACK.

It gives us great pleasure to reproduce to-

day the very flattering despatch received

from the Secretary of State upon General

BLACK's period of administration of the

Government of Hongkong. Hongkong has

had many Governors, but few possessing the

tact and judgement of General BLACK whose

tenure of office was marked by a great

absence of fiction in the Council. We

heartily endorse the remarks made by Mr.

CHAMBERLAIN in his despatch which we

feel convinced serve to but re-echo the

sentiments of the whole community.

WEATHER REPORT.

The Observatory report says:—On the 19th

at noon. The barometer has fallen on the S.

coast of China, and remains steady in the North.

Pressure is highest over N.E. China, and re-

latively low in the N. part of the China Sea.

A depression was moving to the N.E. to the E.

of the Looshoos yesterday evening. Gradients

moderate with fresh monsoon on the China

coast. FORECAST:—Fresh N.E. winds; cloudy,

some rain.

On the 20th at 11.50 a.m. The barometer

has fallen in S. China. Pressure remains

highest over N.E. China, and relatively low

on the S. and S.E. coasts. Gradients moder-

ate with fresh monsoon on the coast. FORECAST:

—Fresh N.E. winds; dull, rainy.

REUTER'S TELEGRAMS.

FRANCE.

LONDON, February 17th.

The National Assembly will probably meet

at Versailles on Saturday to elect a President.

The probable candidates are M. Dupuy, M. de

Brisson, M. Cavaignac and M. Loubet, President

of the Senate.

The Late President Faure died of apoplexy

in his study at the Elysee, due, it is believed,

to the worry of the Dreyfus affair. A state

funeral will be held on the 23rd instant.

GREAT FIRE IN MELBOURNE.

Henty's Warehouse in Melbourne has been

destroyed by fire. The Warehouse contained

500,000 lbs. of tea.

THE NICARAGUA CANAL.

Owing to Parliamentary exigencies the

Nicaragua (United States) Bill will be shelved

for the present session.

FRANCE—THE PRESIDENCY

ELECTION.

February 18th.

M. Loubet has been elected President of the

French Republic, obtaining 483 votes. M. Meline

the only other candidate obtained 270 votes.

SAFETY OF THE "PAVONIA."

The Pavonia is safe and has been towed to

the Azores.

LOCAL AND GENERAL.

The promotion of Surgeon Lieut. F. O.

Siedman, M.D., to be Surgeon Captain in the

Hongkong Volunteer Corps is gazetted.

The returns of the number of visitors to the

City Hall Museum for the week ended 19th

February, are:—Europeans 206, Chinese 13,855;

total 14,061.

CONSUL General R. Wildman is in receipt of a

telegram from General Otis at Manila, inform-

ing him that the Port of Iloilo is now open, and

vessels may now be cleared at the Consulate

for that port.

The Secretary of the Royal Engineers Football

Club would be pleased to communicate with

Secretaries of other football clubs, for the pur-

pose of arranging friendly matches, to be played

this season.

THE Christmas Postal Traffic in London has

this year in respect both of letters and parcels,

exceeded all previous records, and to deal with

it nearly 5,500 supernumeraries were added to the

ordinary staff of the Post Office.

THE shipments of gold from Australia in 1898

have amounted to £12,020,000, being almost

the same as in 1897. The shipments to

America were £2,000,000 in excess of 1897,

those to England being correspondingly less.

THE Post Office will be closed at noon on

Tuesday, the 21st, Wednesday, the 22nd, and

Thursday, the 23rd inst. Letters for the Peak

may be posted up to 11.30 a.m. and Hongkong

and Kowloon up to noon each day. The Night

Box will be kept open.

MURRAH!

The Shield played this afternoon should have been in favour of the Artillery. The Hongkong Club, however, according to the terms of composition would have to play its best game to overcome the Fusiliers' regimental team. If there is a margin it should be on the Club's side.

THE WAR IN THE PHILIPPINES.

DETAILS OF THE GREAT FIGHT.

BRIILLANT CHARGES ON REBEL POSITIONS.

AGUINALDO'S AGGRESSIVE PROCLAMATIONS.

(From our own Correspondent.)

MANILA, February 8th.

One must admit that there can't be many people, who, can legitimately claim to have foreshadowed or predicted, at the earlier stages of the Spanish-American war, the conditions which to-day prevail in the Philippines, viz., that after the United States had vanquished the Spanish regime, they would be called upon to repeat the experiment on the Philippine Republic.

Immediately following the outpost incident above chronicled, the Philippines made a general extended attack on all the American outposts, but they counted without their host. As was only to be expected, they were disastrously defeated and repulsed, with a loss of from four to five thousand killed and wounded, whilst on the American side, the casualties amounted to fifty killed and 125 wounded. The whole of the American force engaged could not have exceeded 6,000 whilst that of the enemy was scarcely less than 50,000. The battle lasted for about 14 hours, from 9 p.m. on the Saturday to the forenoon of the following day, and during all this period the firing was continuous and heavy. Admiral Dewey's ships shelled the Philippine positions making great havoc, and if it were not for this assistance the American losses would have been much greater. The American charges on the trenches and blockhouses, were the great features of the battle. The Philippines were driven back from the very commencement and at the close the Americans had gained about five miles along the line. The American firing line, at one stage of the engagement, extended over a length of fifteen miles, and what was most remarkable was that this extensive line was held by a handful of six thousand men against overwhelming odds.

It has been previously reported that Aguinaldo had proposed a suspension of hostilities and the opening official announcements from Headquarters state that no duly accredited representatives of Aguinaldo have visited the American authorities. Several Philippine officers passed the American lines, presumably to lay their cause before the authorities, but they have brought no direct communication to their leaders.

This is apparently consistent with the two following proclamations issued by Aguinaldo:

GENERAL ORDER TO THE PHILIPPINE ARMY.

At nine o'clock p.m. this date, I received from Calococan station a message communicated to me that the American forces attacked, without prior notification or any just motive, our camp in San Juan del Monte and our forces garrisoning the blockhouses around the outskirts of Manila, causing losses among our soldiers, who in view of this unexpected aggression and of the decided attack of the aggressors, were obliged to defend themselves until the firing became general all along the line.

No one can deplore more than I this opening of hostilities; I have a clear conscience that I have endeavoured to avoid it at all costs, using all my efforts to preserve friendship with the Army of Occupation, even at the cost of not a few humiliations and many rights sacrificed.

But it is my unavoidable duty to maintain the integrity of the national honor, and that of the army so unjustly attacked by these who, posing as friends and liberators, attempt to dominate over us in place of the Spaniards, as is shown by the grievous enforcements in my manifesto of January 8th, last, the continued outrages and violent exactions, committed against the people of Manila; the useless conferences and all my frustrated efforts in favour of peace and concord.

Before this unexpected provocation, urged by the duties imposed on me, my honour and patriotism and the defense of the nation commended to me, calling on God as a witness of my good faith, and the uprightness of my intentions.

ORDER AND COMMAND.

1.—Peace and friendly relations between the Philippine Forces and the American Forces of Occupation are broken, and the latter will be treated as enemies within the limits prescribed by the laws of war.

2.—American soldiers who may be captured by the Philippine forces will be treated as prisoners of war.

3.—This proclamation shall be communicated to the accredited Consuls of Manila and to Congress, in order that it may accord the suspension of the constitutional guarantees and the resulting declaration of war.

Given at Manila, February 4th, 1899.

EMILIO AGUINALDO,

General-in-Chief.

TO THE PHILIPPINE PEOPLE.

By my proclamation of yesterday I have published the outbreak of hostilities between the Philippine Forces and the American Forces of Occupation in Manila, unjustly and unexpectedly provoked by the latter.

My manifesto of January 8th, last, has published the grievances suffered by the Philippine Army at the hands of the Army of Occupation; the proclamation of General Otis relates the assaults by the Philippine people; the constant outrages and have caused the misery of the people of Manila; and finally the useless conference and the contempt shown the Philippine Government proved a premeditated transgression of justice and of liberty.

I know that war has always produced great losses; I know that the Philippine people have not yet recovered from past losses and are not in the best position to endure others. But I also know by experience how bitter is slavery, and how much more bitter is the slavery of the national honor unjustly attacked.

I have tried to avoid, as far as it has been in my power, any armed conflict in my country, and to do so, armed conflict in my country would have been too costly a sacrifice. But I have been unable to do so, because the American Government has been too unjust to me, and because the American Government has been too unjust to the people of Manila, who are a rebel because I defend the sacred interest of my country, and do not make myself an instrument of their damned intentions.

Past campaigns will have convinced you that the people are strong when they wish to be so. Without arms we have driven from our beloved country our ancient masters, and without arms we can repulse the foreign invasion as long as we wish to do so. Providence always has means in reserve and prompt help for the weak in order that they may not be annihilated by the strong, and that justice may be done and humanity progress.

But remember that in order that our efforts may not be wasted, that our desires may be listened to, and our end gained, it is indispensable that we adjust our action to the rules of law and

of right, learning to triumph over enemies and to conquer our own evil passions.

EMILIO AGUINALDO,

President of the Philippine Republic.

Malolos, February 5th, 1899.

President McKinley has dispatched the following telegram, dated Washington, D.C., February 7th:

"Dewey and Otis—Congratulations to you and your brave officers and men on your decisive victory. You have won an added title to the confidence and gratitude of your country."

Among the prisoners taken by the police are Aguinaldo's private secretary and one of his aides-de-camp, who were captured in the city. It is reported that the Captain General of the Philippine army has been taken a prisoner of war.

CAPTURE OF CALOOCAN.

ILQILO TAKEN.

MANILA, February 14th.

After their first defeat, a large number of the native took to the stronghold of Calococan which town has been considerably fortified by new trenches. The place is naturally defended by a thick bank of woods and brush on the west. On Friday afternoon, the town was attacked by the combined force of the navy and army. The *Menaduck* bombarded the place, her shots being most effective. Following the firing of the warship, the infantry advanced. On the extreme left of the brush, were the Kansas men, then followed the Montana and 3rd Artillery (used as infantry) with the Idaho in reserve. Early in the fight, smoke started up in the trees and through this mass of flames and brush the Kansas men fought their way driving the enemy along from tree to tree back to the blockhouse and stone building near the railroad. The Philippine entrenchments were most strategically constructed, being hollows from 12 to 15 inches deep behind rice field ridges, just enough to accommodate a crouching man. At a distance of ten yards one would be unaware that a trap lay in front. In spite of the impediments the Montanas and 3rd Artillery advanced steadily. The natives fought with great bravery, remaining by their positions, despite the heavy artillery fire, until the Americans were right up to them. They were steadily driven back into the last trenches, and thence into the brush where they kept up an incessant fire until dark.

When the Americans entered Calococan, they found the town practically in a state of ruin. The American loss was 8 killed and 34 wounded. The enemy had about 200 killed. The number of wounded is not known as the men were carried away. It would appear that the enemy had a special corps at work whose duty it was to collect the rifles of the wounded and dead. This shows that they have no arms to spare and are endeavouring to save as many as possible; empty cartridges found in the pockets of the dead indicate that the Philippines are short of ammunition.

Calococan will probably be converted into an advanced military depot. Its location on the railroad and steam tram lines is favourable for the rapid accumulation of troops and supplies. It is somewhat higher than the surrounding country and is known as a healthy place.

On Saturday morning last, General Miller issued a proclamation to the Philippine leaders at Iloilo demanding the immediate evacuation of the town. All the leaders complied, with the exception of one who remained in possession with about five hundred men.

The *Petrel* and *Boston* then opened fire on the fort and beach. It is claimed that only two shots were fired. The leader then ordered his men to set the town on fire and retreat. The British American and German consulates were thus burnt as well as a foreign godown and a few other houses. The outskirts of the town were completely burnt.

A detachment of men from the *Boston* landed and looted the stores and stripes over the old Spanish fort. The 18th Infantry and Tennessee Regiments landed later and guards were placed over the banks and principal firms. The damage to the town is said to be very slight and all the fires were extinguished before reaching any large conflagration.

There were no casualties on the American side and the Philippine loss was but slight.

February 16th.

In the progress of the campaign since my last dispatch. The forces in the front occupy the same position, no advance having been made. The authorities have been wishing to take the town of Malabon, which is close to Calococan (now occupied by Americans) without resorting to a bombardment, thus hoping to save the property of foreigners and the numerous fine residences and a magnificent chapel where a number of Spanish prisoners are quartered. With this end in view they have demanded that the Philippines evacuate the place but they have disregarded the request; the natural presumption is that the Americans will attack the town with the combined land and sea forces. This is expected to take place at any moment. It is reported, however, from credible sources that no advance whatever will be made until the arrival of the regulars (seven regiments) who will be here in a few days, as the line is already too far advanced and it is apprehended that any further extension at this stage will probably lead to grave results, as the men in the front will not then be able to cope with a rear attack. With regard to Malabon, it can be taken in a few minutes, as the place is completely at the mercy of the heavy guns of the *Menaduck* and *Charleston*.

In the direction of Pasig, there have been several little "scraps," the enemy being invariably driven back in every case. Six Americans were wounded in one of these engagements.

A sad and dawning fatality occurred the other day. Lieutenant Harding, of the South Dakota Regiment was assisting in the transporting of a gun when the boat capsized. The gun unfortunately got on top of the officer and he was drowned. The other two men who were in the boat were saved.

The plague of rumours is epidemic here. It would be quite impossible for one to repeat the numerous canards that are circulated daily. However, there is a widespread report that a rising in town is impending. This has some degree of plausibility as the authorities have received an anonymous letter stating that there are a large number of Philippine spies in town taking careful note of number, disposition, and movements of all the troops with a view to planning an uprising whenever circumstances are favourable for such. Another informant has advised the government that a quantity of arms and ammunition was landed from two fishing junks in "Ermita" district some days ago. In such times, it would not be at all judicious to disregard warnings of this kind, however improbable they seem, for the police have raided a house in town last night and unearthed a regular depot. A hundred odd Philippines, some in uniform, were taken prisoners and a quantity of arms and ammunition in addition to a sum of money and a stock of Philippine uniforms were captured. This morning another suspected house was raided and the police took about thirty more of these nondescript prisoners. A report was circulated that an uprising would take place last night. The authorities apparently placed credence in this report as every police station reported orders to prepare instantly for action in the city. This, however, never came to pass, the raid on the rebel depot having, it is

reported, had little effect on it. The police are extraordinarily active, the regulations with regard to the traffic of Philippines are very strict and are stringently enforced. Extra guards have been mounted; in fact the preparations of the authorities are of such a nature that it is expected that should an uprising occur, it would be quelled in a few minutes.

If after all, a rising does take place, there is no doubt that there will be an immense slaughter of men of all nationalities. It is hoped though the Philippines will lay down their arms and peacefully conduct themselves.

"News from Iloilo states that almost the entire town has been ruined, this being the work of the Philippines. It is much more serious than at first understood from the meagre reports to hand. The main street containing the business houses, offices, etc., on both sides is a line of blackened piles. The fires started by the natives wiped out the block containing the government house and two consulates and following up the street reached the buildings of Bischoff & Co., and Hoskings & Co., the drug store and so on out to the Spanish trenches. Warner Barnes, Macleod & Co., and other companies' godowns on the river front are reported safe.

Later advices from Iloilo, received this afternoon are to the effect that Jaro and Malo, suburbs of Iloilo, have been captured by the Americans.

It is reported that the Philippines have seized five American steamers, namely *Salvador*, *San Joaquin*, *Don Jose*, *Gloria*, and *San Pedro*. It is feared that the crews mutilated and turned the vessels over to the Philippines. The Captain of the *San Pedro* is said to have been murdered. The steamers left here about a fortnight ago for various Philippine ports which are in the hands of the natives.

A steamer, owned by a local company, had an unusual experience some short while ago. She was in a southern port when the captain and officers were invited on shore to accept the invitation as an appreciable diversion from the monotony of being confined on board ship. However, later on in the day, the chief officer returned accompanied by a dark woman whom he took into his cabin. The chief officer, however, contrary to the expectations of the crew, came out of his cabin taking his usual rounds. He found the crew in the act of extracting money from the hold and on being discovered, the latter seized the officer and threw him overboard. Everything having been cleared, the crew made away with \$5,000. It is believed that the fiesta and the dark woman were both part of the plot.

HONGKONG VOLUNTEER CORPS.

RESULTS OF SHOOTING COMPETITIONS.

Field Battery.

The following is the result of the 7-p.m. R.M.L. Gun Competition, held at Repulse Bay, on Friday, 10th instant:

Section.	Commander.	Fire Discipline.	Hits.	Total.
Right.	By-Sergt. Major G. J. Dunne.	93	117	210
Centre.	Lieut. M. W. Slade.	90	114	204
Left.	Lieut. D. Macdonald.	80	33	113

A Machine Gun Co.

The following is the result of the Maxim Gun Competition, held at Repulse Bay, on Friday, 10th instant:

No. of Sub-division.	Sub-Commander.	Fire Discipline.	Hits.	Total.
1.	Sergt. F. Smyth.	Did not complete.		
2.	Sergt. G. P. Lammert.	50	154	204
3.	Corpl. J. A. Jupp.	70	142	212
4.	Sergt. J. Underwood.	75	139	214

GREAT EASTERN AND CALDONIAN GOLD MINING COMPANY, LIMITED.

Hongkong, 18th February, 1899.

Messrs. Lugens, Elstmann & Co., General Agents of the Great Eastern and Caldonian Gold Mining Co., Limited, forward us the following report received from the manager at the mines:

"In the Great Eastern Mine we have carried the leading stope north from the rise 33 feet and the first stope about 10 feet. The reef averages 4 feet and is of good average quality. We have broken quite 100 tons during the last ten days here, which with the ton on top already will go close on 400 tons, all of which is being carted to the battery as the first lot to be crushed. I have started contractors on the airshaft, who have sunk during the last week 7 feet, or rather continued the old underground shaft for this distance, breaking very fine stone in going down.

Zulu Mine.—This shows up better the more development work we are doing; leading stope North is in 35 feet.

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Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU.....	SINGAPORE, COLOMBO and BOMBAY.	TOMORROW, 21st Feb., at Noon.
KASUGA MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 24th February, at 4 P.M.
HITACHI MARU.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 2nd March, at 4 P.M.
OMI MARU.....	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 3rd March, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 15th February, 1899.

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO., SOLE AGENTS.

Hongkong, 9th December, 1898.

STANDARD OIL COMPANY

OF NEW YORK. THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Train Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX.

Candle, Semi-refined and Refined.

ORDERS SOLICITED AND LOWEST PRICES QUOTED.

ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anæmia, or some other wasting disease will follow.

Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendency, which loss of flesh denotes. It gives vitality. Gold by all Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

CARBOLINEUM AVERNARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & Co.

Hongkong, 11th September, 1896.

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

&c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM.

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

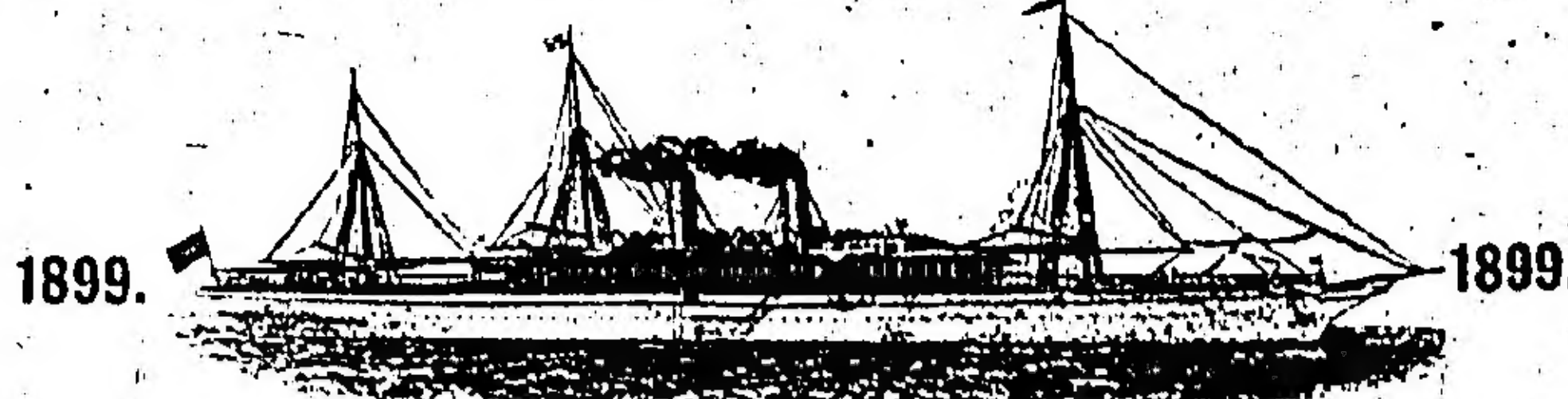
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1896.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 15th Mar., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th April, 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, the Company having received the highest award for same at recent Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 15th February, 1899.

TOYO KISEN KAISHA.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TO SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU...via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Saturday, 4th March, at Noon.

AMERICA MARU...via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Thursday, 30th March, at Noon.

HONGKONG MARU...via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu...Tuesday, 25th April, at Noon.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 4th March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 9th February, 1899.

MITSUBISSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

Agencies:—

Mitsui Coal Mines, Ohmura Coal Mines, Kanada Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Cotton Cleaning and Wkg. Co., Shanghai, Onoda Cement Company, Japan, Kanagatuchi Cotton Spinning Mill, Japan, The Mitsui Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Japan, Hayashi Clock Factory.

Hongkong, 11th December, 1896.

Mails.

NORTH GERMAN LLOYD.

HAMBURG-AMERICA LINE.



(Freight Service.)

(East Asiatic Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SILESIA.....	HAVRE, HAMBURG/BREMEN.	About 15th March.	Freight.
*SUEYLA.....	LONDON with transhipment in HAMBURG.	About 22nd March.	Freight.
*TÖCKER.....	HAVRE, HAMBURG/BREMEN.	About 30th March.	Freight.
*Madsen.....	LONDON with transhipment in HAMBURG.	About 8th April.	Freight.
*NURNBERG.....	HAVRE, HAMBURG/BREMEN.	About 8th April.	Freight.
*V. Binzer.....	LONDON with transhipment in HAMBURG.	About 8th April.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 11th February, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Ettrickdale (via Moji) To-morrow, 21st Feb., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 8th April, at Noon.

Columbia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 2nd May, at Noon.

THE U.S. Mail Chartered Steamship "ETTRICKDALE" will be despatched for SAN FRANCISCO, via MOJI, KOBE, and YOKOHAMA, TOMORROW, the 21st February, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th February, 1899.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Sunday, 26th Feb., at Daylight.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 21st March, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 15th April, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SUNDAY, the 26th February, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th February, 1899.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEED, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Sachsen.....Wednesday 1st March.

Bayern.....Wednesday 19th March.

Prinz Heinrich.....Wednesday 26th April.

Preussen.....Wednesday 24th May.

ON WEDNESDAY, the 1st day of 1899, at 9 A.M., the Company's "SACHSEN" Captain H. Supper, with PASSENGERS, SPECIE, &c., leave this Port as above, call at Genoa, and

Shipping Orders will be received at the Agency's Office until Noon on TUESDAY, the 28th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars apply to MELLICHERS & CO., Agents.

Hongkong, 1st February, 1899.

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